

TRANSPORTATION AND INSURANCE

4571 Transportation >

This includes freight charges, passenger fares and port earnings.

- [505 (1) Freight: Lebanon has virtually no merchant fleet and, therefore, practically no income from sea freight. It has two airlines which handle both passengers and freight, but income from the latter could not be ascertained; however, as it is known to be relatively small, it could be disregarded without serious effect.
- 509]

Payments for freight have already been accounted for in the import estimates which are given CIF (cf. p. 11-12).

(2) Passenger fares:

- a. The debit side of this item includes what "residents" in Lebanon pay for foreign carriers engaged in international transportation, whether by sea, air or land. Unfortunately available figures of arrivals into, and departures from Lebanon cover only Lebanese nationals travelling by air and sea, and it has been impossible to correct these figures to include all residents as well as travellers by land (cf. Table 22).

As the published government figures lump together all sea and air travellers going through Beirut, it has been necessary to go back to the original abstracts to obtain the necessary breakdowns as to the countries of origin and destination and as to the mode of travel (i.e., whether by air or sea). Moreover as the abstract grouped under "other countries" a considerable number of travellers, it was necessary to make a sample study of the individual records from which the abstracts are computed to arrive at a rough breakdown of these "other countries".

MI Middle East
LEBANON ME1

Communications are excellent in the coastal districts, but some parts of the interior are inaccessible, especially during the winter months, when snow accumulates on the mountain ridges. Good roads stretch north and south along the coast and in the Bekaa, but the lateral connections are restricted by the nature of the terrain and the shortage of suitable natural passes across the mountains. Trunk highways skirt the coast and extend from Beirut to Damascus, linking Lebanon and Syria. Beirut is also 449
linked with Damascus by a railway through Rayak, while a line from Rayak through Hama joins the Istanbul-Baghdad railway at Aleppo. Tripoli is linked with the latter system by a branch from Hama. A coastal railroad, extending from Tripoli to Haifa, was constructed by the British military forces during World War II, and the Lebanese portion is still in operation. Beirut, the principal modern port, handles a large volume of transit traffic for Syria, Jordan, Iraq and other parts of the Middle East. Tripoli is a port of secondary significance, except as an oil-shipping center. The ancient port of Sidon has recently been developed as the terminus of the trans-Arabian pipeline, serving as a Mediterranean port for the shipment of oil from the Saudi Arabian fields of the Arabian American Oil Company. The distances between local points 446
are too short for the promotion of internal air services, but Beirut is an important junction for international airlines serving Europe and the Near and the Far East. 35

Food and Nutrition

The nutritional standards of the people 447
differ according to the prosperity and the familiarity with food values of the individual families, but they are reasonably high in most parts of the country. Bread and a 448
coarse-grained cereal known as bulghul, which are usually prepared from wheat but sometimes from barley or millet, are staple foods in both urban and rural areas. Rice is popular among all groups of the population. Liberal amounts of milk are consumed

p. 43(A)